2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
145

City of Franklin

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Franklin

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Franklin																
Bus 58 Clay Street	1.18	**3000**	**F**	97%	1%	1%	0%	1%	0%	F	0.090	F	0.576	3400	F	2003
From: WCL Franklin / To: Hunterdale Rd																
Bus 58 Clay Street	0.58	**4500**	**F**	97%	1%	1%	0%	1%	0%	F	0.093	F	0.544	5000	F	2003
From: Hunterdale Rd / To: Homestead Rd																
Bus 58 Clay Street	0.35	**3900**	**F**	97%	1%	1%	0%	1%	0%	F	0.098	F	0.593	4400	F	2003
From: Homestead Rd / To: Lee St																
Bus 58 Clay Street	0.16	**2800**	**F**	97%	1%	1%	0%	1%	0%	F	0.091	F	0.526	3200	F	2003
Combined Traffic:		**5200**	**F**	97%	1%	1%	0%	0%	0%	F	NA			5800	F	
From: Lee St / To: Gardner St																
Bus 58 Clay Street	0.17	**2600**	**F**	97%	1%	1%	0%	1%	0%	F	0.087	F	0.514	2900	F	2003
Combined Traffic:		**4200**	**F**	97%	1%	1%	0%	1%	0%	F	NA			4700	F	
From: Gardner St / To: High St																
Bus 58 4th Avenue	0.26	**2200**	**F**	97%	1%	1%	0%	1%	0%	F	0.082	F	0.576	2500	F	2003
To: Mechanic St																
From: Fourth Ave																
Bus 58 Mechanic Street	0.10	**3900**	**F**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.634	4400	F	2003
To: Second Ave																
From: US 258																
Bus 58	0.19	**10000**	**F**	97%	1%	1%	0%	1%	0%	F	0.087	F	0.600	12000	F	2003
To: ECL Franklin																
From: Bus 58 Clay St																
Bus 58P Lee Street	0.16	**1600**	**F**	98%	1%	1%	0%	0%	0%	F	0.112	F	0.677	1800	F	2003
Combined Traffic:		**4200**	**F**	97%	1%	1%	0%	1%	0%	F	NA			4700	F	
To: High St																
From: Lee Street																
Bus 58P High Street	0.27	**2400**	**F**	98%	1%	1%	0%	0%	0%	C	0.100	F	0.644	2600	F	2003
Combined Traffic:		**5200**	**F**	97%	1%	1%	0%	0%	0%	F	NA			5800	F	
To: Bus 58 Fourth Ave																
From: SCL Franklin																
258 South Street	0.28	**4900**	**F**	97%	1%	1%	0%	1%	0%	C	0.093	F	0.516	5300	F	2003
To: College Drive																
From: College Drive																
258 South Street	0.25	**9500**	**F**	97%	1%	1%	0%	1%	0%	F	0.088	F	0.505	10000	F	2003
To: Bank Street																
From: Bank Street																
258 South Street	0.35	**8900**	**F**	97%	1%	1%	0%	1%	0%	F	0.088	F	0.521	9800	F	2003
To: Roosevelt Street																
From: Roosevelt Street																
258 South Street	0.15	**8700**	**F**	97%	1%	1%	0%	1%	0%	F	0.092	F	0.531	9500	F	2003
To: Oak Street																
From: Oak Street																
258 South Street	0.16	**7700**	**F**	97%	1%	1%	0%	1%	0%	F	0.091	F	0.555	8400	F	2003
To: Pretlow Street																
From: Pretlow Street																
258 South Street	0.21	**6600**	**F**	97%	1%	1%	0%	1%	0%	F	0.088	F	0.544	7200	F	2003
To: High Street																
From: High Street																
258 South Street	0.16	**3900**	**F**	97%	0%	1%	1%	1%	0%	F	0.086	F	0.568	4200	F	2003
To: Main Street																
From: South Street																
258 Main Street	0.29	**3700**	**F**	97%	0%	1%	1%	1%	0%	C	0.085	F	0.585	4100	F	2003
To: Second Avenue																
From: Main Street																
258 Second Avenue	0.12	**6000**	**F**	97%	0%	1%	1%	1%	0%	F	0.094	F	0.610	6600	F	2003
To: Mechanic Street																
From: Mechanic St																
258 Bus 58	0.19	**10000**	**F**	97%	1%	1%	0%	1%	0%	F	0.087	F	0.600	12000	F	2003
To: ECL Franklin																

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Franklin																
(1) North Dr	0.08	**830**	**F**	97%	2%	1%	0%	0%	0%	C	0.134	F	0.6	910	F	2003
From: Hunterdale Rd																
To: Crescent Dr																
(3901) Oak Street	0.51	**870**	**F**	97%	2%	1%	0%	0%	0%	F	0.165	F	0.571	950	F	2003
From: Morton St																
To: South St																
(3902) Maplewood St	0.47	**860**	**F**	97%	2%	1%	0%	0%	0%	F	0.097	F	0.566	940	F	2003
From: Thomas St																
To: Washington St																
(3903) Pretlow St	1.12	**1600**	**F**	90%	1%	3%	4%	2%	0%	F	0.089	F	0.539	1800	F	2003
From: SCL Franklin																
To: Morton St																
(3903) Pretlow St	0.15	**3000**	**F**	90%	1%	3%	4%	2%	0%	F	0.083	F	0.536	3300	F	2003
From: .15 MN Morton St																
To: Laurel St																
(3903) Pretlow St	0.07	**3300**	**F**	96%	1%	2%	0%	0%	0%	C	0.092	F	0.538	3600	F	2003
From: Laurel St																
To: South St																
(3903) Pretlow St	0.32	**3000**	**F**	90%	1%	3%	4%	2%	0%	C	0.083	F	0.604	3300	F	2003
From: WCL Franklin																
To: Bailey Dr																
(3904) Armory Dr	0.70	**14000**	**F**	99%	0%	1%	0%	0%	0%	F	0.093	F	0.551	15000	F	2003
From: Bailey Dr																
To: College Dr																
(3904) Armory Dr	0.44	**14000**	**F**	99%	0%	1%	0%	0%	0%	F	0.089	F	0.536	15000	F	2003
From: College Dr																
To: Gardner St																
(3904) Armory Dr	0.56	**7600**	**F**	99%	0%	1%	0%	0%	0%	C	0.097	F	0.596	8400	F	2003
From: Gardner St																
To: Second Ave																
(3904) Armory Dr	0.09	**7700**	**F**	99%	0%	1%	0%	0%	0%	F	0.098	F	0.601	8400	F	2003
From: Armory Dr																
To: High St																
(3904) Second Ave	0.23	**7600**	**F**	99%	0%	1%	0%	0%	0%	F	0.096	F	0.597	8300	F	2003
From: High St																
To: US 258 Main St																
(3904) Second Ave	0.15	**6300**	**F**	99%	0%	1%	0%	0%	0%	C	0.095	F	0.585	6900	F	2003
From: Magnolia St																
To: Birch St																
(3905) High St	0.15	**220**	**F**	95%	3%	1%	0%	0%	0%	F	0.138	F	0.525	240	F	2003
From: Birch St																
To: South St																
(3905) High St	0.06	**390**	**F**	95%	3%	1%	0%	0%	0%	C	0.121	F	0.539	430	F	2003
From: South St																
To: 2nd St																
(3905) High St	0.30	**3600**	**F**	95%	3%	1%	0%	0%	0%	F	0.093	F	0.517	3900	F	2003
From: 2nd Ave																
To: US 58 4th Ave																
(3905) High St	0.10	**3600**	**F**	95%	3%	1%	0%	0%	0%	F	0.088	F	0.589	3900	F	2003
From: US 58 P; Lee St																
To: Beaman St																
(3905) High St	0.20	**4000**	**F**	98%	1%	1%	0%	0%	0%	C	0.098	F	0.598	4400	F	2003
From: Beaman St																
To: Homestead Rd																
(3905) High St	0.19	**4100**	**F**	98%	1%	1%	0%	0%	0%	F	0.097	F	0.588	4500	F	2003
From: Homestead Dr																
To: Fairview Rd																
(3905) High St	0.39	**3400**	**F**	98%	1%	1%	0%	0%	0%	C	0.095	F	0.576	3700	F	2003
From: Fairview Dr																
To: NCL Franklin																
(3905) High St	1.37	**1700**	**F**	98%	1%	1%	0%	0%	0%	F	0.108	F	0.653	1800	F	2003
From: South St																
To: Maplewood Ave																
(3907) College Dr	0.19	**6700**	**F**	98%	1%	1%	0%	0%	0%	C	0.099	F	0.502	7300	F	2003

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City of Franklin																
(3907) College Dr	0.28	**7900**	**F**	98%	1%	1%	0%	0%	0%	F	0.093	F	0.500	8600	F	2003
From: Maplewood Ave To: Armory Dr																
(3907) College Dr	0.14	**8600**	**F**	98%	1%	1%	0%	0%	0%	F	0.099	F	0.512	9400	F	2003
From: Armory Dr To: SR 379 Stewart Dr																
(3907) College Dr	0.62	**9700**	**F**	98%	0%	1%	0%	0%	0%	F	0.102	F	0.573	11000	F	2003
From: SR 379 Stewart Dr To: Sycamore Rd																
(3907) College Dr	0.12	**9600**	**F**	98%	0%	1%	0%	0%	0%	F	0.103	F	0.562	10000	F	2003
From: Sycamore Rd To: Clay St																
(3907) Hunterdale Rd	0.19	**9200**	**F**	96%	0%	1%	0%	2%	0%	C	0.096	F	0.586	10000	F	2003
From: Bus US 58 Clay St To: Fairview Dr																
(3907) Hunterdale Rd	0.60	**5200**	**F**	98%	0%	1%	0%	0%	0%	C	0.101	F	0.647	5700	F	2003
From: Fairview Dr To: North Dr																
(3907) Hunterdale Rd	0.71	**5600**	**F**	98%	0%	1%	0%	0%	0%	F	0.104	F	0.618	6100	F	2003
From: North Dr To: NCL Franklin																
(3909) Roosevelt St	0.19	**430**	**F**	99%	0%	1%	0%	0%	0%	F	0.111	F	0.558	480	F	2003
From: South St To: Maplewood Ave																
(3910) Homestead Rd	0.42	**540**	**F**	99%	0%	1%	0%	0%	0%	C	0.115	F	0.578	590	F	2003
From: Clay St To: High St																
(3911) Gardner St	0.22	**920**	**F**	99%	0%	1%	0%	0%	0%	F	0.118	F	0.509	1000	F	2003
From: Armory Dr To: Charles St																
(3911) Gardner St	0.07	**760**	**F**	99%	0%	1%	0%	0%	0%	F	0.118	F	0.582	830	F	2003
From: Charles Street To: C4US 58																
(3912) Fairview Dr	0.25	**4400**	**F**	99%	1%	0%	0%	0%	0%	F	0.097	F	0.565	4800	F	2003
From: Hunterdale Rd To: Crescent Dr																
(3912) Fairview Dr	0.66	**4500**	**F**	99%	1%	0%	0%	0%	0%	C	0.099	F	0.685	4900	F	2003
From: Crescent Dr To: High St																
(3913) Southampton Rd	0.21	**320**	**F**	99%	1%	0%	0%	0%	0%	F	0.127	F	0.593	350	F	2003
From: Clay St To: Cypress Ave																
(3914) Banks St	0.38	**2900**	**F**	98%	1%	0%	0%	0%	0%	C	0.08	F	0.529	3200	F	2003
From: Morton St To: South St																
(3915) Morton St	0.30	**1300**	**F**	97%	2%	1%	0%	0%	0%	F	0.086	F	0.547	1400	F	2003
From: Banks St To: Oak St																
(3915) Morton St	0.23	**1300**	**F**	97%	2%	1%	0%	0%	0%	C	0.101	F	0.556	1400	F	2003
From: Oak Street To: Pretlow St																
(3916) Crescent Dr	0.66	**690**	**F**	96%	3%	1%	0%	0%	0%	C	0.146	F	0.637	760	F	2003
From: Fairview Dr To: North Dr																
Beamen St.		**110**	**F**								0.168	F		120	F	2003
From: High Street To: Fontaine Street																
Bruce St.		**1000**	**F**								0.089	F		1100	F	2003
From: South St To: Cool Spring St.																
Delk St.		**630**	**F**								0.11	F		690	F	2003
From: South St To: Mariner St.																

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
Fontaine St.		**150**	**F**	From: Beamen St. To: Norfleet St							0.106	F		160	F	2003
Forest Pine Rd.		**800**	**F**	From: Homestead Rd To: Crescent Dr							0.1	F		870	F	2003
Laurel St.		**470**	**F**	From: Bolling St. To: Ashton Ave							0.097	F		510	F	2003
Magnolia Ave		**70**	**F**	From: Hunterdale Rd To: Dead End							0.241	F		70	F	2003
Meadow Lane		**190**	**F**	From: Clay St To: Sycamore Rd							0.118	F		210	F	2003
Old Sedley Rd		**850**	**F**	From: Hunterdale Rd To: Myrtle Dr							0.101	F	0.648	930	F	2003
Park Circle		**120**	**F**	From: Dead End To: Clay St							0.136	F		130	F	2003
Redwood Ave		**70**	**F**	From: Roosevelt Street To: Wilson Street							0.156	F		70	F	2003
Robin Hood Rd		**160**	**F**	From: Cypress Ave To: Pine Ave							0.16	F		170	F	2003
Robin Hood Rd.		**50**	**F**	From: Pine Ave To: WCL Franklin							0.298	F		60	F	2003
Walnut St.		**560**	**F**	From: Elm Street To: South St							0.135	F		610	F	2003